

**METROPOLITAN TRANSPORTATION COMMISSION
2007 Transportation Improvement Program (TIP)
Response to Written Public Comments**

The following are responses to written public comments received during the Draft 2007 TIP public comment period, commencing May 26, 2006 and ending June 30, 2006. Comments regarding Air Quality Conformity are addressed in the Air Quality Conformity Analysis for the 2007 TIP Document: see MTC Resolution No. 3629 – Appendix 11.

Comment: (Wayne Phillips, Member of the Public). Two-wheeled vehicles
No mention of motorcycles or any other powered two-wheeled vehicle.

Response: The TIP is an extension of the Regional Transportation Plan. The RTP proposes detailed investments and strategies to maintain, manage and improve the surface transportation network. The Transportation Improvement Program (TIP) carries out these strategies by committing funding to specific project improvements that support the implementation of the Plan. The funding priorities, as committed in the TIP, are established during development, review and comment of the Regional Transportation Plan.

While it is not clear how the commenter would like, or expects, two-wheeled vehicles to be addressed or called out in the TIP, there are significant improvements to the roadway network – local roads, arterials and highways – called out in the TIP. These improvements benefit automobiles, buses and motorcycles in varying degrees.

Comment: (Member of the Public). Public Transit serving coastal communities.
Need to address the lack of public transportation on the coastside communities of Pacifica and Half Moon Bay. It is very difficult to get to and from San Francisco or BART during the middle of the day, on weekends and nights. Please adopt a model of more frequent service that will build ridership. In the past, progressive cutbacks in coastside service led to drops in ridership because riders could not be sure they'd be able to return home in the evenings and on weekends and holidays. Now that gas prices have climbed, many are looking to take coastside public transportation into San Francisco and SFO and to various BART stations. Smaller vehicles the size of the small Redi-Wheels buses could be used during non-commute hours to save money. The best model would be one with frequent service similar to Daly City's into San Francisco and to BART stations. A stable frequent and convenient service would build ridership rapidly.

Additionally, please address the need for more SamTrans stops in San Francisco. The stops are very limited. We understand the prohibition on SamTrans of acting as a Muni bus and transporting people between stops in San Francisco, but it is certainly possible for SamTrans drivers to drop existing passengers from the coastside communities and San Mateo County at selected different stops in San Francisco, e.g. Civic Center/Van Ness area, Montgomery Street/Chinatown area, Union Square, Stonestown. SamTrans used to use these stops, but they have been abandoned in the cutbacks. Reinstating them would increase ridership.

Furthermore, please address the waste of SamTrans "out of service" buses going up and down Sharp Park Boulevard in Pacifica without carrying passengers up and down this central and useful route. There is currently no easy way for coastside residents to get to San Bruno BART

and other BART stations to the south. This would make getting to SFO much easier. The Sharp Park Boulevard route would be the quickest way of getting to Tanforan shopping center and San Bruno BART as well as Skyline Community College.

Response: The TIP is a capital program. Specific transit service issues and concerns should be directed to the applicable transit operator (SamTrans). MTC will forward the comments to SamTrans and request response on the issues raised.

Comment: (Mayela Sosa, FHWA). Missing Information

Appendix A-1 does not contain the documents noted here. It contains instead the resolution for adopting the 2007 FTIP. Resolutions 2648, MTC Federal Public Involvement Procedures, and 3351, MTC Public Involvement Action Plan, do not seem to be included in any other appendix in the document. Please review and correct.

Response: The documents were inadvertently left out of the TIP. The final TIP will include the referenced documents.

Comment: (Mayela Sosa, FHWA). SAFETEA-LU Planning Provisions
FHWA would like to discuss further how MTC is (or will be) complying with the new SAFETEA-LU planning provisions. As FHWA has previously stated, we are not prepared at this point to make a final determination that MTC's underlying planning process is meeting the new requirements.

Response: MTC believes its planning process is consistent with the underlying planning process as required under SAFETEA. MTC understands that FHWA cannot approve a TIP as being SAFETEA compliant without the final rulemaking. MTC will be working with FHWA to develop a SAFETEA-compliant TIP by the required July 1, 2007 deadline, including how MTC's underlying planning process meets the new requirements.

Comment: (Mayela Sosa, FHWA). Four-Year TIP

Currently, FHWA does not anticipate approving a four-year Federal Statewide Transportation Improvement Program (FSTIP) in October 2006. When the development of the FSTIP began several months ago, FHWA, Caltrans and the MPOs agreed that the 2007 FSTIP would be consistent with the TEA-21 requirements and, therefore, would only cover three years. Caltrans and the other MPOs then proceeded with the development of three-year programs. Despite the new interpretation issued in our May 2, 2006, memorandum on the SAFETEA-LU Deadline for New Planning Requirements (July 1, 2007) regarding a four-year FSTIP, FHWA has not been approached by Caltrans about this possibility for the 2007 FSTIP. We believe it will be difficult to change course this late in the FSTIP development cycle.

Response: MTC has developed a four-year TIP consistent with the provisions of SAFETEA and the May 2, 2006, FHWA memorandum. It is our understanding that should FHWA limit the TIP period to the pre-SAFETEA three-year period, then the years outside the three years (FY 2006-07 through FY 2008-09) are displayed for information only. However, the four-year 2007 TIP adopted by MTC is intended to serve as the new four-year SAFETEA-compliant TIP

required by July 1, 2007. MTC will work with FHWA to ensure a SAFETEA-compliant TIP is in place for the region by the required July 1, 2007 deadline.

Comment: (Mayela Sosa, FHWA). Advance Construction (AC)

As a reminder, effective October 1, 2006, FHWA will not approve any AC authorizations or conversions (E-76s) that are not included in the FSTIP. FHWA-FTA's June 27, 2005 Fiscal Constraint Guidance (<http://www.fhwa.dot.gov/planning/fcqa62805.htm>) and FHWA's May 10, 1996, Advance Construction Guidance (<http://www.fhwa.dot.gov/innovativefinance/sc308510.htm>) both state that advance construction projects must be included in the STIP (1) in the year the project is authorized for advance construction and (2) the year the project is converted from advance construction to federal funding.

Response: It is MTC's intent to comply with regulations with respect to the listing of Advance Construction projects in the TIP. MTC will work with FHWA to ensure the projects are properly listed in the TIP.

Comment: (Various Project Sponsors). Various Changes

Various project sponsors noted corrections and adjustments to various projects within the Draft TIP.

Response:

There were several changes that were minor in nature, including changes in project descriptions to better define the project without changing the scope, financial adjustments and other minor sponsor changes. It is common during the public review period to make technical adjustments as long as the changes do not significantly modify the project scope or funding.

In addition, some projects in Solano County were removed in response to the failure of the proposed local transportation measures, and Transportation Congestion Relief Program (TCRP) funding was modified to be consistent with the program as managed by Caltrans. Funds must be committed prior to being listed in the TIP.

**METROPOLITAN TRANSPORTATION COMMISSION
2007 Transportation Improvement Program (TIP)
Response to Public Comments
Made at Public Hearing on June 14, 2006**

The following are responses to public testimony made on the Draft 2007 TIP at the public hearing on June 14, 2006. Comments regarding Air Quality Conformity and Transportation Control Measures are addressed in the *Air Quality Conformity Analysis for the 2007 TIP* Document: see MTC Resolution No. 3629 – Appendix 11.

Comment: (Jerry Grace, Member of the Public). More people out of cars. I hope there will be more people on the BART or busses or trains or any way to get them out of their cars, better than having too much air pollution.

Response: The TIP is an extension of the Regional Transportation Plan. The RTP proposes detailed investments and strategies to maintain, manage and improve the surface transportation network. The Transportation Improvement Program (TIP) carries out these strategies by committing funding to specific project improvements that support the implementation of the Plan. The funding priorities, as committed in the TIP, are established during development, review and comment of the Regional Transportation Plan.

Comment: (Andy Katz, Breathe California). CMAQ funding balance. The TIP indicates \$6 million that are unallocated for CMAQ funds. I would be interested in seeing what the public process would be for deciding how the \$6 million are allocated to improve our air quality.

Response: The 2007 TIP is a compilation of previously approved projects, where a funding action has already occurred by the governing board or commission with the authority to commit the funds. The \$6 million CMAQ balance referenced in FY 2006-07, as well as the other balances in FY 2007-08 and FY 2008-09 have already been assigned to specific programming categories through previous SAFETEA STP/CMAQ programming actions. Specifically, the majority of unprogrammed CMAQ funding has been committed to the Housing Incentive Program (HIP), Transportation for Livable Communities (TLC) program and Clean Air in Motion Program and are just awaiting specific project selection.

The \$76 million CMAQ balance in FY 2009-10 reflects the reauthorization of SAFETEA. It is expected these funds will be programmed through the first cycle of SAFETEA-reauthorization STP/CMAQ funding. MTC's public involvement process will be followed in determining project selection criteria for those funds, through a process similar to the selection of projects for SAFETEA STP/CMAQ funding, involving both the public and Bay Area Partnership in the development of criteria for the projects to be selected for funding and using the framework for investments established by the long-range plan.